Application Serial No. 10/574,391 Attorney Docket No. 10191/4160 Reply to Office Action of September 16, 2009

## **AMENDMENTS TO THE SPECIFICATION:**

Please amend the paragraph beginning on page 5, line 7, of the present specification as follows:

-- Figure 2 shows, in an information flow diagram, the procedure executed by the apparatus according to the present invention. Two systems are present here: pedestrian protection system 200 on the one hand, and pre-crash system 201. In method step 205, pre-crash system 201 identifies an object using pre-crash sensor suite 14, and in method step 206 predicts an impact time therefrom. This datum is delivered to pedestrian protection system 200 and in that context to pedestrian protection algorithm 16. Pedestrian protection algorithm 16 is therefore started in method step 204; a reduction in the noise threshold for pedestrian protection algorithm 16 can also be performed here. In method step 202, a[[A]] contact signal 202 indicating impact of the object or person is generated via a contact sensor-211, for example a piezoelectric sensor. In method step 203, this signal and the predicted impact time are used by the pedestrian protection algorithm to lower the noise threshold at that point in time and thereby to determine the impact time more accurately. This datum (the impact time) is transmitted back to pre-crash system 201. With this, in method step 208, a reduction in the noise threshold can be effected and pre-crash algorithm 15 can be started. In particular, an improved impact velocity can thereby be determined in method step 207, in which context the data from pre-crash sensor 205 are of course also used. In method step 209, the pre-crash algorithm then determines the triggering of occupant restraint means 18, taking into account the signal of pre-crash sensor suite 14 from method step 205 and the improved relative velocity from method step 207. The relative velocity from method step 207 is also sent back to the pedestrian protection algorithm in order to activate the pedestrian protection means in method step 210. Also incorporated into this activation, however, are the impact time from method step 203 and the contact signal from method step 202.--